

Shipping


1865. 1864-1865. **Steamers.**

DOUGLASS STEAMSHIP COMPANY,
LIMITED. (Incorporated in the United States of America.)
100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904,

Hongkong, January 20, 1892.

**FOR SINGAPORE, PENANG AND
CALCUTTA.**

The Steamship
Lightning
Capt. J. G. SPEER, R.N.



above Ports on **TUESDAY**, the 30th Inst
at Noon.

For Freight or Passage, apply to
DAVID SASSOON, SONS & Co.
Agents.


Hongkong, January 24, 1894.


SHIRE LINE OF STEAMERS.

FOR NAGASAKI, KOBE AND
YOKOHAMA.

(Via Inland Sea.)

The Steamship



 Captain Grove, will
be despatched as above
TUESDAY, the 30th Instant.
For Freight or Passage, apply to
DODWELL, CARLILE & Co.
Agents.
Hankow, January 20, 1884.

SHIELD LINE
FOR HAMBURG AND LONDON
The Steamship
Bullmouth
Captain Scott, will
be despatched for the above
ports on the 10th inst.


For Freight or Passage, apply to
SHEWAN & Co.
Agents.
Hongkong, January 4, 1894.
CHINA NAVIGATION COMPANY
LIMITED.

FOR PORT DARWIN, QUEENSLAND
PORTS, SYDNEY & MELBOURNE
The Co.'s Steamship
Chingti
R. LYNCH, Commanding
will be despatched
above on SATURDAY the 2nd Febr.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First-class Saloon is situated forward of the Engine Room. A Refrigerating Chamber ensures supply of Fresh Provisions during entire voyage. A duly qualified Surgeon is on board.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE
 Agents.
 Hongkong, January 24, 1894.
 FOR SINGAPORE, MARSEILLE,
 HAVRE AND HAMBURG.

ND (Calling at NAPLES for landing Passengers
(sufficient inducement offers.)
(Taking Cargo at through rates to)
ANTWERP, AMSTERDAM, ROTTERDAM,
DAM, LISBON, OPORTO, LONDON,
LIVERPOOL AND BREMEN.)
The Steamship

 Capt. R. SCHÜDER,
be dispatched to
above Ports on or about the 5th Febr.
This Steamer has superior Accommo-
dation for First and Second Class Passes-
sengers and carries a Doctor and a Stewardess.
For Freight or Passage, apply to

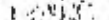
will the no.

Hongkong, January 17, 1894.


SHIRE LINE OF STEAMERS.

FOR LONDON AND HAMBURG.

The Steamship




185

 DAVIES, Commander
be despatched for
above Ports on or about the 27th Pro
For Freight or Passage, apply to
DODWELL, CARLILE & CO
Agents.
Hongkong, January 25, 1894.

Sailing Vessels.
FOR SAN FRANCISCO.
 The 100 A.T. British Ship
MacMellan
 GUTHRIE, Master, will leave
 for the above Port, on

have quick despatch.
For Freight, apply to
SHEWAN & CO.
Hongkong, December 1, 1892.
FOR NEW YORK.

der, and

 Kenilworth,
 BAKER, Master, now at
 has, will load here for the
 Port, and will have quick despatch
 For freight, apply to
 SHEWAN &
 Hongkong, December 5, 1893

FRAGRANT WATERS' MURMUR.

That there is a little story going the rounds in which the old saw about Doctors differing obtains a certain amount of confirmation.

That the A. M. S. were, it seems, pitted (not with smallpox, fortunately) against the local medicine, and so far as I can gather, the military men were wrong.

That whether it was the bugery-like dread of the War-Office, or the mere desire to avoid a smallpox, the Government gave way to the military—which made matters worse.

That if I were suffering from rheumatism, for instance, or even prickly heat, I should think it very wrong if anyone asked me on board the Hygeia, to be isolated from my fellows.

That my isolation might, even the prickly heat into a fine and virulent smallpox, and my being and successors might as the man who sent me there for damages.

That there were the germs of a fine old row in this case of "doctors differing," but the War Office must and shall be propitiated.

That the question of responsibility, direct or indirect, for the accident at Bonham Road is still hanging fire.

That two contractors are now charged with being directly responsible for the death of the eight or ten Chinese workmen, and are out on heavy bail until their case is tried.

That the proceedings of the Public Works Department have been of a somewhat erratic nature, the "officer" concerned having made one or two bad shots at the name of the owner of the ground lot.

That it is earnestly hoped the persons upon whom responsibility really rests will be made to feel it in the course of time, though the way be long and tedious, and the wheels run exceedingly slow.

That the crews of the French and Russian ships of war which used our Harbour the other day need not have been quite so demonstrative to each other as they appear to have been.

That this kind of mad chattering might have been all very well for London, but polite and nice might have been taught them repression in a manner which belonged to others.

That our Admiralty fully realised this touching act of courtesy to the oft-used British port.

That the member for the Chamber of Commerce is reported to be full up with questions for next meeting of Council.

That he may, nevertheless, find a corner for a query which bears upon the Loan fully and upon the matter of sterling exchange.

That, so far as things have gone in the matter of official functions, it is generally admitted that Mr. Whitehead can give Mr. O'Brien points.

That if the Colonial Secretary has done anything, or advised anything to be done, under the impression that exchange would rise for fall, the Chamber of Commerce might discover what that is.

That an impression is abroad in certain circles to the effect that a pretty large sum was sent home not very long ago, and, if so, it would be interesting to know what advised the transaction, and what profit or loss was shown there.

That, speaking of exchange, the closing of the Indian mints apparently has failed (as it was expected to do) in raising the price of the rupee.

That I hear the last offer made to the Indian Government for Council bills was 1/2d, even less than was obtainable before the much-maligned Marshall policy was introduced.

That the ventilation of the House Government's services made matters worse, and that they would have been had a plain outspoken policy been adopted.

That the universal or international bimetallic remedy, which must sooner or later be tried, is not weakened in any way by the experience in India—the necessity of its adoption has been the more clearly shown.

That meantime the unanimity which prevails in banking and mercantile circles concerning the coinage of a British Dollar is so far satisfactory.

That strong telegrams have been sent home, which should certainly have the desired effect of securing this permanent improvement in our circulating medium.

That I have reason to believe the Committee of the Chamber were talking by the book when they stated the seigniorage at about 1 per cent.

That chopping or no-chopping is a question which perhaps may be left to right itself.

That there is a decided objection to putting a chop upon any coin, and that Queen's head is stamped, and Queen's head or no-Queen's-head may therefore settle the matter of chopping.

That clean dollars only are used in the Straits, and also, I believe, in the North; and if there were transactions with clean dollars, surely Hongkong and South China can do so.

That the well-known Fokhien coin, which is often chopped beyond recognition, may have a harder death than any; but it gains upon a different platform, the uniform coins.

That H. E. the Governor is seemingly expecting his educational remarks to be pretty freely criticised.

That, so far as is apparent, there is not very much to object to in what the Governor has said.

That His Excellency has agreed to the change of name of the Victoria College to that of Queen's College, and if the alteration is resolute to increase the school, there can be no objection to the title.

That, according to the Governor, the large expense incurred in maintaining Queen's College is open to more objection than its change of name.

That His Excellency hints at a further increase in fees, and the Headmaster, weak in his report, of a possible reduction in the English staff.

That the Headmaster's notion of replacing English masters with Chinese looks peculiar, and as the suggestion is put at the end of his report, it is unaccompanied by any reasons, it may have been put forward merely as a feeler.

That the District Schools were intended, if I remember rightly, as feeders for the Central School (or Queen's College), and the Headmaster's complaint now is that they don't feed the College satisfactorily.

That the Governor has a certain amount of right on his side when he says English before everything else—only, how is a good knowledge of English to be best obtained?

That if subjects were left more to the option of the pupil, perhaps the alleged misapplication of force would right itself.

That the Government, at the same time, have a right to guide the course of education, and the Oxford and Cambridge Localis also influence the curriculum.

BROWNIE.

THE FATAL LANDSLIP AT SEYMOUR ROAD.

CONORER'S INQUIRY TO-DAY.

This afternoon at the Magistrate-Mr. E. Woodhouse held a coroner's inquest into the circumstances of the landslide at Seymour Road on the 19th inst., by which eight men lost their lives.

The following jurors were empanelled: Messrs F. M. Gutierrez, J. T. Lauts, Alexandre Callego.

His Worship said—Gentlemen, before we begin I think it is necessary to explain to you under what circumstances this inquiry is held. When the deaths were reported to me, I was at the same time informed that certain individuals were charged before the Magistrate with manslaughter in connection with these deaths.

After consultation with the police, I came to the conclusion that under the circumstances it was not necessary to hold an additional inquiry as Coroner, but that all the facts would be elicited in the criminal proceedings. Up to some years ago, an inquiry would have been held by the Coroner, but of late years, and the Coroner would have been called and the bodies viewed and evidence taken.

Some years ago, by Ordinance 17 of 1893, the office of Coroner was abolished, and it was then left to the Magistrate to decide whether or not an inquiry should be held, and from that time instead of its being obligatory as it had been before, it has been within the discretion of the Magistrate to decide whether or not an inquiry should be held, and it was under these circumstances that I had decided in this case whether or not an inquiry should be held.

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Li Pat (recalled) stated in answer to His Worship, that the suggestion of Mr. H. P. Tooker—I am a 20 years old man, and I have been that for six years since I was a boy of 14. My duties are to see they do their work. I have never been engaged as a foreman before.

There are some men, I have never been an earth collar myself. My duties are to see they do not do. I have no professional knowledge of earth cutting.

H. P. Tooker, executive engineer, Public Works Department, stated—I am a 20 years old man, and I have been that for six years since I was a boy of 14. My duties are to see they do their work. I have never been engaged as a foreman before.

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VICTORIA RECREATION CLUB.

A LIVERY LICENSE.

Last night an extraordinary general meeting of the members of the Victoria Recreation Club was held in the Gymnasium.

There was a large attendance. Mr. C. H. Thompson was called to the chair.

The Chairman explained that the meeting had been called for the purpose of considering the new rules, with reference to the admission of members. The rules were brought forward on account of the constant annoyance caused by some members putting up, time after time, candidates who had already been refused admission.

It was resolved, unanimously, that the rules be brought forward as proposed, and that the members be asked to vote on them.

Whether a ballot should have been called or not would not discuss, neither were they there to discuss the personal character or the private life of the candidates.

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Mr. Master said that hitherto no ballot had been demanded unless there was something against the personal character of the candidates (applause). That was an unwritten rule which the members had regarded. He did not know the numbers of the Garrison staff who had been black-balled; he knew of nothing against their personal character—there might be—but unless there was something against their personal character, the members had regarded the ballot as a mere form.

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